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Title: RADSAFE PROCEDURES FOR USS YAG-39 & YAG-40

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NUMBER

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U. S. NAVAL RADIOLOGICAL DEFENSE LABORATORY
SAN FRANCISCO 24, CALIFORNIA

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OUR FILE NUMBER S90/1-3	THEIR FILE NUMBER 280	SERIAL NUMBER	DATE RECEIVED 11 Sep 1956
FROM SFNS			DATE 7 Sep 1956

TO Planning Officer, Production Officer & Officers-in-Charge USS YAG-39 & USS YAG-40

SUBJECT Radsafe Procedures for USS YAG-39 & USS YAG-40; information on

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ACTION

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A3-730	off	9/13	Cy retained for FO-15 file. No action required.
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3-900	ms	12/19	
3-934B			
3-930D	ms	12/20	
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64204 S90/2-3 12 Sep 56 - SFNS
64203 S90/2-3 13 Sep 56 - SFNS
64535 S90/1-3 18 Sep 56 - SFNS
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ROUTE SHEET NUMBER

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RETURN ROUTE SHEET TO CODE 3-213A

140/1-3
3-903
A 3-730
3-933
3-934A
3-500

SAN FRANCISCO NAVAL SHIPYARD
SAN FRANCISCO 24, CALIFORNIA

280

7 September 1956

MEMORANDUM

From: Commander, San Francisco Naval Shipyard
To: Planning Officer
Production Officer
Officers-in-Charge USS YAG-39 and USS YAG-40

84171

Subj: Radsafe Procedures for USS YAG-39 and USS YAG-40; information on

Ref:n (a) Code 280 memo of 22 August 1956; Subject: "Radiological
Clearance of USS YAG-39 and USS YAG-40"

(b) NAVSHIPYDSFRAN INST 9900.1 "Industrial Radiological Hazards"

1. Enclosure (1) to reference (a) contained the data and recommendations resulting from the contamination survey conducted on the subject vessels at the time of their arrival at this activity. Certain areas were to be marked off as hazardous, with certain precautions to be taken when work was to be accomplished in these areas. The instructions contained in references (a) and (b) are further amplified by this memorandum.
2. Since the majority of the contamination present on the ships existed on the weather deck surfaces, being "fixed" by a generous application of paint, it becomes necessary to delineate the hazards that will result from work in these areas. Any type of work which will remove paint from the surfaces, such as sandblasting, cutting, welding, chipping, burning may result in two types of contamination, namely; airborne and removable. Both of these could result in harmful effects to exposed personnel. It must be remembered that these hazards exist for all personnel aboard ship, both military and civilian.
3. It must be assumed that these hazards exist on the exterior painted surfaces of the ships until measurements made with the proper instrumentation determine otherwise. Therefore, the following precautions will be taken by all personnel, military and civilian, when work is being accomplished as listed above:
 - a. Protective clothing will be required of all personnel working in these areas. Protective clothing consists of coveralls (or pants and shirts), shoes, gloves, hard hats, gas masks (or respirators providing equivalent protection) and safety glasses.
 - b. When airborne contamination is present, the following precautions will be taken:
 - (1) Keep all personnel out of the downwind work area. If it is necessary to work in this area, personnel must wear proper protective gear.

(2) Ships ports, ventilation ducts, and hatches will be sealed off in the area of the work to prevent airborne contamination from entering the interior spaces of the ships. Particular emphasis shall be placed on protection of galley, messing, and sick bay spaces.

(3) Work releasing airborne contamination shall be stopped when the wind direction is such that the dockside personnel, such as crane operators, etc., and shipyard spaces would be subject to fallout from the drifting contamination.

c. Residue from the various types of work listed in paragraph 2, such as spent sand, grease, sealing compounds, pieces of metal or wood, removed paint, etc., shall be contained in as small an area as possible and disposed of in accordance with existing instructions. Every precaution will be taken to prevent the tracking of this removable contamination to other areas about the ships. If necessary, a barricade will be placed about the work area until the area is properly cleaned of removable contamination. No liquids used in decontamination will be allowed to run off into the bay, nor will any material residue be dumped over-the-side into the bay.

4. No protective clothing is required of personnel working in the interior spaces of the ships, unless they are working on the salt-water piping, the washdown system, air intakes for engine room or auxiliary engines. Radsafe precautions listed in paragraph 3 apply to these areas in the same degree.

5. In the interest of economy, but at all times with the safety of personnel in mind, measurements of airborne and removable contamination will be taken to determine the extent to which the radsafe precautions can be relaxed. In all cases, the standards set forth in reference (b) will be strictly followed. The Industrial Hygienist is available for measurements of airborne contamination when the work is in progress.

6. This memorandum is forwarded to Officers-in-Charge, YAG-39 and YAG-40, for information with the request that ship forces conform with the practices stated herein.



C. E. TRESCOTT

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